

IN THE SPECIFICATION:

Page 5, at line 11, add the following paragraph --

Fig. 4 is a further schematic drawing showing the electrical circuit used in the machine.

Page 7, last paragraph and continuing on to page 8:

The hydraulic lines 73, 75, 76, 77 and the hydraulic valve control 36 of the embodiment shown are in the handle 25 with the speed control valve 55 is directly connected thereto. A pressure relief valve 70 used in the hydraulic valve controls 36 provides a measure of safety for the self-propelled stripping machine 10 in that when pressure in the hydraulic lines builds up [to] too high, the valve 70 will relieve the pressure build up. The relief of pressure will save the self-propelled stripping machine 10 from overstressing itself and stop the machine 10 from damaging objects coming in contact with the self-propelled stripping machine 10. For example if the self-propelled stripping machine 10 were to snag on something it would stop before causing large amounts of damage.

The hydraulic valve control can be configured such that the hydraulic motor 34 will not receive fluid flow in either direction. The wheels 14 can then be moved freely when it is desired to push the self-propelled stripping machine 10 by hand. The electric motor 50 can run when the self-propelled stripping machine 10 is idle. In this mode the hydraulic fluid can circulate from the pump 32 to the tank 30 thus reducing the heat of the hydraulic fluid and the work of the electric motor 50 when the self-propelled stripping machine 10 is stopped. The electric motor 50 can then run at a lower temperature and use less electricity while the self-propelled stripping machine 10 is not being propelled under its own power with the electric motor 50 on.

U.S. Patent 6,135,566 was incorporated by reference since many of the features of the '566 patent are the same in the hydraulic powered self-propelled stripping machine of the present application. The electric motor connection to drive the wheels of the self-propelled stripping machine in the '566 patent having mechanical connections with a clutch, gears and belts has been replaced with the hydraulic system as shown and described above.